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**ANCHORAGE FUEL TERMINAL WILL PAY \$350,000
TO SETTLE EPA COMPLAINT OF AIR VIOLATIONS**

FOR IMMEDIATE RELEASE

The owner of a fuel distribution terminal on the Anchorage waterfront has agreed to pay penalties of \$350,000 to settle a U.S. Environmental Protection Agency complaint alleging that, for a period of more than three years, the terminal violated terms of the federal Clear Air Act.

The settlement was signed by Chuck Clarke, EPA's Northwest regional administrator in Seattle, and by The Williams Companies, the firm that in early 1998 purchased the terminal which until then had operated as the Mapco Alaska Petroleum Inc.

Clarke said that most of the violations involved emissions of fuel vapors that should have been contained within two storage tanks that Mapco had put into service without first notifying EPA. Had EPA been notified of the start-up and been told of the type of fuel being stored, Clarke explained, it would have been quickly apparent to EPA that the tanks lacked the bolting and gasketing that are required to prevent the escape of the vapors to the ambient air.

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According to the EPA complaint, Mapco was required to notify EPA at least 30 days before filling the tanks. The purpose of the advance notification is to make possible the scheduling of an inspection that would have allowed EPA to have an observer present. Also, the complaint alleged that Mapco failed to furnish EPA with a description of the control equipment on the tanks and to certify that the equipment was in compliance with Clean Air Act requirements.

The complaint alleged that the violations occurred from the time the tanks were filled in May 1994 until March 1998.

In reaching the settlement, EPA took into account the fact that Mapco in 1997 made voluntary self-disclosures to EPA of a number of violations of environmental laws at the terminal.

Mapco's disclosures of no-compliance with statutes relating to hazardous waste, toxic substances and the prevention of oil spills made Mapco eligible for waivers from all penalties and enforcement actions by EPA. Such waivers are allowed by an EPA policy that gives incentives for companies to "turn themselves in" when they break the rules.

Mapco's disclosures about its Clean Air Act violations did not qualify for the same treatment. Also, EPA discovered additional violations of the Clean Air Act that had not been reported by Mapco.

However, in agreeing to a settlement penalty, EPA considered the company's self-disclosure and the fact that it promptly came into compliance with EPA and state clean-air regulations. The result was that EPA made a 30 percent downward adjustment in its penalty calculations.

The Anchorage terminal receives gasoline, naphtha and other petroleum products primarily by rail and pipeline. The products are stored at the terminal and distributed by truck and pipeline to the Port of Anchorage.